

March 18, 2013

Please stop these onerous regulations that are designed to help restaurants at the expense of food trucks. The lottery parking system makes absolutely no sense. I live near Union Station and there is never a problem when the trucks congregate in that area. I never see any complaints from businesses nearby. Additionally, the trucks provide a great way for me to get lunch at an affordable price. More trucks are better, not less trucks. One of the best parts of my day is walking down Massachusetts Ave. scoping out the 10-15 trucks that are lined up. Such a regulation would create much uncertainty for both the vendors and the customers.

Jason Kestecher
Washington, DC 20001

March 19, 2013

I strongly oppose the mobile vending zones proposal that subjects trucks to a lottery and caps the total number of trucks in each popular area. Under a lottery, some of the best trucks would be forced to shut down, as there's not a business model in not knowing each month whether you'll be allowed to operate.

I frequently visit food truck gathering places, and enjoy the wide variety of choice and value presented by the large number of trucks. Furthermore, they don't detract from the public space, they bring vibrancy to space that was formerly underutilized. I never visited DC's public squares before the food trucks, except to cross through them between my work and the metro station. Now I frequently enjoy them over my lunch break.

Best!

Erek

March 21, 2013

I have the following comments.

* I do not agree with special zones for vending. This would make it difficult for consumers to access food trucks, and seems needlessly complex. Food trucks should be able to access any location that is legal parking spot.

* Significant more time should be allowed at metered locations than is currently proposed. Many workers do not work a typical 9-5 schedule and thus a 4 hour window would not allow access to shift workers.

* I do not agree with the limitation on a 10-foot sidewalk limitation for vending locations, 5 feet should be enough for vendors and pedestrians should be able to move safely through any given area.

* I also do not agree with the other setback distances (i.e. 40 foot from curbs, 20 foot from alley). These do not seem reasonable. Current setback distances are acceptable for all other parked vehicles, this should simply be the standard current setback for parking. This would have 1 set of rules for all parked vehicles. It would also eliminate confusion for both vendors and enforcement or police officers.

* In addition, overall these regulations are needlessly prescriptive and way too complex. It seems designed to eliminate competition and reduce consumer choice.

Thank you

Eric Tomasi

March 21, 2013

In regards to the latest notice for the Food Truck Rule, I must say that I do not see any real purpose for this rule. While it is fine to have a permitting process, the lottery system and parking restrictions seem to be out-of-control.

Can we strike this whole regulation?

How much does the Restaurant Association of Metropolitan Washington and their donations to certain politicians have to do with the motivation for this rule?

What safety problems have occurred that were caused by food trucks? Is there a record?

How many spaces downtown have "ten feet of unobstructed sidewalk" within the designated areas?

How did you decide on ten feet as the requirement? How much space is open citywide? Was there a study?

There are plenty of problems in the District and food trucks are not one of them.

Thanks,

Jerimiah J. Sanders

March 21, 2013

Dear Mr. Gil:

Thank you for this opportunity to comment on the proposed mobile vending regulations. As a longtime resident of Washington and Ward 3 (ANC 5B), I have been impressed with the rapid development of a vibrant food truck culture in downtown Washington. These new food options provide a welcome infusion of options for me and other workers to purchase at lunchtime and have improved quality of life in the city in recent years. While I strongly support the recent move to tax food truck sales equally with brick-and-mortar restaurants, I view the current set of proposed mobile vending regulations with concern.

In my view, there is little reason to restrict when and where food trucks can serve, while there are good reasons not to do so. Creating and enforcing new limitations on locations, and limiting trucks to particular areas would create new administrative burdens on the DC government and taxpayers - these costs may perhaps be recouped in part by lottery fees, but those fees will certainly be passed on to consumers. In addition, by restricting which trucks can park in a given location, the proposed regulations would limit both whether trucks can park where I work as well as my choices in food options in the most popular locations, like Farragut Square. Moreover, I have not observed that mobile vending causes midday traffic problems or other public health or safety problems that might support government action -- to the contrary, trucks appear to scrupulously observe current parking regulations and are gone by rush hour.

The food truck case appears to be an area where inaction is the best course of action for both DC residents and the industry - I hope that these regulations are scrapped, or that the Council act to stop them from being implemented. We all want Washington to be a world class city, and part of that is avoiding the accretion of unnecessary bureaucratic hurdles to economic development and opportunity.

Thank you for considering these comments.

All the best,
Read Porter
Washington, DC 20007

March 21, 2013

As someone who works and lives in the District, I'm very concerned about the proposed vending regulations creating special zones and limiting the number of food trucks that could vend in a given area.

I think food trucks have added a lot to the DC community in the past months and years, and I frequently get excited when a food truck pops up in a new location, or a new food truck opens for lunch near my apartment in Dupont Circle or my office near Union Station.

These zones would limit my choice as a customer and consumer, and would stifle the vibrancy of the food truck scene in the District. I love the wide variety of many choices I have when the food trucks are

out at places like Farragut Square. If there were only a few trucks in that spot - or the other gathering space I frequent near Union Station - I would be much less likely to want to visit the food trucks for lunch, and that would be a shame both culturally and economically-speaking for DC.

Please don't pass these new restrictions which will hamper the fantastic new service that small business owners who operate food trucks have brought to District residents and workers. Food trucks are fast becoming a DC cultural institution - don't stifle the wonderful market that has grown up around food trucks so organically.

Thank you for your consideration.

Aimee Custis
Washington, DC

March 21, 2013

I believe that limiting locations for food trucks to "zones" is ridiculous and limits the already scarce food availability options for those of us who do not already work or live near dozens of restaurants.

The proposed regulations are a blatant attack on independent small business in favor of inferior offerings. Everyone in DC has the right to decide for themselves what they want for lunch.

Alexandra Michel
